

CHAMPAGNE

MOET & CHANDON'S
DRY IMPERIAL... 1 Doz. Quarts \$51
As supplied to
H.M. King Edward VII.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

CLUB WHISKY

THE BEST VALUE ON THE
MARKET.
Per Doz. ... \$15
H. PRICE & CO.,
12, Queen's Road.

No. 14,042

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HONGKONG, THURSDAY, MARCH 26TH, 1903

肆拜禮

號陸十式月叁年叁零百九仟壹英港香

PRICE, \$3 PER MONT

A. S. WATSON & CO. LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

SPECIAL!!

WATSON'S B BRANDY

GUARANTEED PURE COGNAC.

Per Bottle ... \$2.25

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

[a145]

CUTLER, PALMER & CO.'S

PRICE \$11.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

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7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS
8.45 p.m. & 9 p.m. ... 9.45 to 11.15 p.m., very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 30 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS
8.45 p.m. & 9 p.m. ... 9.45 to 11.15 p.m., very 1 hour.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902. [a2612]

VICTORIA CYCLE EMPORIUM.

"The pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
ROWE" and "MONOPOL" CYCLES, and
we also supply fittings of every description.
Repairs can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling & Speciality.
MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a2634]

MACLAREN'S IMPERIAL

CANADIAN CHERSE,

IN JARS (MEDIUM AND SMALL).

Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS.

Hongkong, 22nd October, 1902. [a280]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$8 per Cask ex Factory.
In Bags of 250 lbs. net \$3.75 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Ho gong, 3rd December, 1902. [a2821]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:
Loaded with With Powder
Powder only. and 1 oz. of Shot.
Primrose Cases ... \$8.25
Pegamoid Cases ... 8.50
Ejector Brass Cases ... 7.50
Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 3rd July, 1902 [a165]

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WHITE WOOD OR MAHOGANY BATS;
ALSO WITH SKIN OR GUT BATS.

EGYPTIAN CIGARETTES.

WILLS' CIGARETTES.

LADIES' BOOTS AND SHOES.

GENTLEMEN'S BOOTS AND SHOES.

NEW STOCK NOTE PAPER AND
ENVELOPES IN GREAT VARIETY.

BEST MAKERS.

A SOLDIER'S LOVE STORY: A
ROMANCE OF HONGKONG,
by Mrs. R. F. JOHNSON.
Price \$1.00. [a33]

AQUARIUS

"MERE FILTRATION IS, AS PEOPLE ARE NOW BEGIN-
NING TO UNDERSTAND, QUITE INEFFECTUAL FOR
DESTROYING THE WORST ORGANISMS THAT WATER
MAY CONTAIN."—"DAILY TELEGRAPH."

THE AQUARIUS COMPANY USE PURE TREEBLE-DIS-
TILLED WATER ONLY IN THE MANUFACTURE OF ALL
THEIR TABLE WATERS.

CALDBECK, MACGREGOR & CO.,

SOLE AGENTS, HONGKONG AND CHINA.

Hongkong, 11th March, 1903. [a35]

TABLE DELICACIES

ANCHOVIES—SPICED.
Do. IN OIL.
Do. IN SAIT.
QUEEN OLIVES, OLIVES FARCIES.
GRUYERE, CAMENBERT, NEUFCHATEL, ROQUEFORT.
FRESH CHEESE LIMBURGER, STILTON (IN JARS), MCLAREN'S (IN JARS).
YOUNG'S AMERICAN.
FRESH SALAMI, SAUCISSON DE LYON, CERVELAT, WURST.
SALTHERINGS, SALT MACKEREL, SALT SALMON BELLIES, SARDELLIN.
SALT FAMILY BEEF, SALT CLEAF PORK (IN SMALL KES).
SARDINES (BONELSS, ALL KINDS), LEMON, PICKLES, OIL, BUTTER,
TOMATOES, &c.
CONFECTIONERY (ALL KINDS), DATES (STUFFED WITH WALNUTS).
RAISINS, FIGS, ALMONDS, NUTS.
Apply to—
G. GIRAULT. [a40]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.50 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$22 PER DOZ.

11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C. P. & Co.'s INVALIDS' PORT

\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassal.

DOURO PORT.

\$15.75 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$22 PER DOZ.

LA TORRE SHERRY,

\$18.50 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$43.75 PER DOZ. QUARTS.

\$45.50 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

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GENUINE FIRST HAND PIANOS

BY THE FOLLOWING LEADING MANUFACTURERS:

COLLARD & COLLARD, BROADWOOD,
STEINWAY, DORNE, and CHALLENGE.

CAN ONLY BE OBTAINED FROM

LANE, CRAWFORD & CO.

THEIR SOLE AGENTS IN HONGKONG.

N.B.—In consequence of the NUMEROUS FRAUDS practised on the Public by makers
of COUNTERFEIT PIANOFORTES, the names of the well-known firm of
COLLARD & COLLARD upon them, the latter have adopted the precaution of supplying
with each Pianoforte a CERTIFICATE of AUTHENTICITY Signed by their Firm, and it is
only by requesting that purchasers TO AVOID imposition will BEFORE PURCHASING
insist on its production, and satisfy themselves that the number and description of the instru-
ment correspond with the particulars in the Certificate.
LANE, CRAWFORD & CO. [a34]

THE CHINA LIGHT & POWER CO., LD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND
NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—

THE MANAGER OF WORKS AT HUNGHOM;

OR
SHEWAN, TOMES & CO., General Managers.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

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[a7a]

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Watson ... 3.10
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272 Illustrations ... 17.50
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TION, by C. Colson, M.I.C.E.;
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Part I. Fluid Pressure ... 6.00
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NATING CURRENTS, by W. G. Rhodes ... 6.70
"RAFFAELLI"
SOLID OIL COLOURS. [a82]

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a38]

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. OR SIEMSEN & CO. [a70]

COTTAM & CO. FIRST-CLASS OUTFITTERS.

SHIRTS.

WHITE, PRINT, ZEPHYR, AND MAIT SHIRTS.
SMART DESIGNS. STYLISH FINISH. [a36]

SOME OF THE BEST

THAT MONEY CAN BUY:

WATKINS' BALSAMIC COUGH LINCTUS.

EMULSION OF COD LIVER OIL.

" CALLICURA.

" ODONTALINE.

" HAIR VITA.

" SYRUP OF HYPOPHOSPHITE.

&c., &c., &c.

WATKINS, LD., HONGKONG.

EASTERN EXTENSION AND
GREAT NORTHERN TELEGRAPH
COMPANIES.

THE "VIA EASTERN" TELE-
GRAPHIC SOCIAL CODE.

THE above-mentioned Code is available for
Telegrams sent by the Fines of either
Company, and may be consulted, or purchased,
at the Companies' Office.
J. M. BECK,
Superintendent.
Hongkong, 19th March, 1903. [a37]

FOR SALE.

ONE NEW EDISON (LATEST No. 71)
OSCILLATING MIMOGRAPH,
with ACCESSORIES.

Apply to—
THE ROBINSON PIANO CO., LD.
Hongkong, 4th February, 1903. [a27]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic Address "HINGKEE" [a184]

VICTORIA HOTEL.

SHAMEN, CANTON.

BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DA CRUZ, Manager.

Canton, 1st October, 1902. [a183]

INSURANCE

THE STANDARD LIFE OFFICE.

(ESTABLISHED 1825.)

Premiums Moderate. Conditions Liberal.
Annual Revenue ... \$1,300,000
Invested Funds ... 10,000,000
Claims Paid ... 21,000,000
Assurances in Force ... 26,200,000

"Only solid benefits, together with capital
organisation and honourable and liberal
treatment of all who come in contact with
the Office could produce such a record as the
'Standard' has shown over since 1865."—"The
Policy-Holder."
For Full Particulars apply to—
Messrs. DODWELL & CO., LD., Agents.
[7-a179]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished. Reading, Drawing
Room, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.

WATSON'S

E CELEBRATED
BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age; very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' Whisky of great age ... 12.00

C.—ABERLOUR-GLENLIVET 13.50

D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies 16.00

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: P.O. Box 33. Telephone No. 12.

MARRIAGE.

On the 28th February, at Mengtze, Yunnan, at the Catholic Chapel, by the Rev. Father de Gorostiza, and at the French Consulate by Mr. Simon, French Consul, OLYA GIOVANNI DI DUO TURINI, of Tolo, Chieti, Italy, to ENRIETTA ELISABETH IERNE DE VIOLINI, only daughter of GIBERTO NOBLE DE VIOLINI and Mrs. GINA DE VIOLINI, of Brescia, Italy.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL,
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th March, 1903.

NOTHING could have caused much greater stir in the Colony than that which has just occurred in connection with the Naval Yard Extension scheme. Ever since the scheme was set afoot by the Admiralty authorities it has encountered opposition—not against the principle but against the method of extension. The argument put forward at the initiation of the scheme by the opposition was thoroughly sound and what has since taken place has only served to strongly emphasize the contention. Over on the Kowloon side there was to be found all the essentials for a Naval Yard with indefinite possibilities of extension and development. But the authorities, in spite of local opinion, chose to have the Docks constructed on the Hongkong side of the Harbour, on a site limited in area and almost incapable of being extended. Thereby the continuity of the Praya front was split up and in one sense the great scheme of reclamation that was to provide the island with that which it most greatly needs: land—land stolen from the sea—was impeded. The contract was fixed in the beginning of 1900. Before the work was commenced there were endeavours made to get the authorities to revise their decision and select a site on the Peninsula. Indeed, some three years ago rumour was so active that it actually removed the Naval Yard to Tsimshatsui Bay. Then, at any rate, was the time for the change of plans. The

Admiralty were just entering upon an extension of the Yard which was to cost something like a million sterling. Rumours to the contrary received their quietus when at length the work was begun, but even in the early stages of the operations there were occasional resurrections of the talk about removal. Now the work has been in progress for over two years—that is to say, about one-half has been completed if we reckon on the basis, which was stated at the time the contract was entered into, that the entire undertaking would take about four and a half years to complete. And at the present moment, if all accounts be true, the position of matters is that it has been found impossible owing to engineering difficulties, to pursue the scheme to a conclusion. What these difficulties are can only be conjectured. At least no authoritative public announcement has been made on the subject. But there is little question that they are insurmountable. It seems that the unforeseen obstacle to progress is one to baffle the skill of any engineer. According to our information, the contractors have found, in their submarine workings, that the proposed dock has no proper foundation, that the sea bottom consists of a sort of quagmire which defies the dredger and cannot be built upon. If all this is correct, one cannot but regret that the money already spent should have been, so to speak, poured into a bottomless receptacle. It is unfortunate that the operations should have gone so far before this fatal discovery was made. But the shield has another side. If we have to regret money uselessly expended, we can at any rate look forward with some satisfaction to the removal of the Naval Yard from a place where it ought never to have been and to the crowning consummation of our Reclamation Scheme.

It would appear that the notice which has been given to the Peninsular and Oriental Steam Navigation Company to terminate the mail contracts for India, the East and Australia at the end of January, 1905, was due to pressure from the Australian Colonies. When the Postmaster-General's declaration in the House of Commons that the necessary two years' notice had been given to the P. & O. Company was telegraphed to Australia, Sir E. BARTON, the Prime Minister, was interviewed on the subject, and he made the remark that "we [the parties interested] thought it would be best to determine the present agreement and let a new contract." We note that by this means it is hoped to get a quicker service to Australia, "and provision," declares the Prime Minister, "will have to be made to give effect to clause 16 of our Postal Act, which says that 'only white labour shall be employed on mail steamers.'" If EDMUND thinks this change can be effected without any trouble, but if we recollect aright, Sir THOMAS SUTHERLAND, the Chairman of the P. & O. Company, even now holds the opinion that the mail subsidy is not large enough, and if the Company has to replace the large number of Lascars in their service by white men, a very considerable increase in the subsidy will be required on that account alone. As far as the Far East is concerned in this matter, many of our readers may remember that more than a year ago a question was asked in the House of Commons as to whether the Government would consider the Siberian railway route when the present contracts expired. No doubt during the next two years, if the railway is shown to work satisfactorily and to uniformly come up to expectations as regards accelerated service, the route will not be overlooked. So far as we can remember, that in effect was the reply given at the time by the Postmaster-General. Mr. AUSTEN CHAMBERLAIN has now made it known that the Government departments are studying future requirements of the mail services, and will give their decision at the earliest moment.

H.M.S. *Eclipse* came in from Mira Bay yesterday, and the *Cressy* left for Weihaiwei.

The German mail of the 18th ult. and the French mail of the 23rd ult. were delivered in London on the 21st inst. and the 24th inst. respectively.

A Colombo rumour states that Sir Henry Blake will succeed Sir Joseph West Ridgeway as Governor of Ceylon in the event of his probable transference to South Africa.

The opening of the Tung Wo Hospital extension by His Excellency the Governor will take place at 4 p.m. to-day. Ladies are particularly invited to attend the ceremony.

A coolie named Cheung Sam sustained an injury to his leg by being struck with a stone dislodged through blasting operations at Quarry Bay on Tuesday. He was sent to hospital.

The N.C. Daily News of the 21st inst. has the following paragraph:—A harbor notification states that the port of Hongkong is declared infected, and vessels arriving therefrom are subject to the usual quarantine at Wossung.

A new Norddeutscher Lloyd steamer—the *Zieten*—is due here on her first voyage to the Far East next month. On her trial trip the *Zieten* achieved an average speed of 17 knots.

A boxing contest, *Civilians v. Service Men*, was held in the Theatre Royal last night for the benefit of Mr. J. W. Downs, who is leaving the Colony on account of ill health. The large number of spectators who turned out to witness the bout was evidence of the popularity in which Mr. Downs is held.

A Japanese who took a snapshot of the Post Office at Singapore has been fined \$1 for infringing the local ordinance. His kodak and the plates it contained were confiscated. A half dozen of the plates showed views of Collyer Quay, the Telegraph Office, and other public places. The magistrate suggested that an application to the Colonial Secretary would in all probability result, in the present case, in the restoration of the things.

At Singapore a week ago the horse drawing the carriage of General Sir A. R. F. Dorrard bolted in Orchard Road and ran into Mr. T. O. Mayhew, the Chief Sanitary Inspector's trap, causing his horse to bolt. Mr. Mayhew's animal dashed into a tree at the side of the road and killed itself, but Mr. Mayhew fortunately escaped. The General was thrown from his carriage and fell into the road. He sustained some injuries, but it is understood that they were not severe.

News has been received in Singapore of the death on Jan. 28 at Boxhill-on-Son, of Mr. H. W. Geiger, formerly Agent of the P. & O. Co. in Singapore and member of the Legislative Council. Mr. Geiger, the *Free Press* says, came out as assistant to the P. & O. over forty years ago—in 1862. He was stationed here till in the 90's when he was replaced by Mr. H. G. Davidson. He became Agent some time in the 80's and in 1895 acted as member of the Legislative Council. Mr. Geiger was about 67 years of age and leaves a widow, who is now living at Boxhill.

The new Shanghai steam pilot-boat, A. M. *Bibee*, left Hongkong for the northern port on Tuesday, under the charge of Captain Mc. Craeken. She will be put into active service immediately on her arrival. The A. M. *Bibee* will be found to be an immense improvement with her extensive accommodation on the small sailing-boats at present used by the Yangtze pilots and is a very handsome and smart craft in her finished condition. She was built by Mr. H. F. Carmichael, under the personal supervision of Captain Anderson, of the Bureau Veritas, and Captain Baaji on behalf of the owners.

The Government of Ceylon has found it necessary, wonderful to say, to issue a circular "to popularize gold." The general public does not appear to have made use of the sovereign as a coin and Government, while not wishing "to force gold on those who have an insurmountable, if unreasonable, objection to it" instructs its agents to point out the advantages of gold, and endeavour "to overcome the reluctance which they may have to accept it." In making payments over Rs. 90, one-third is to be tendered in gold; in receiving money gold may be accepted at the standard rate of exchange. When the stock of gold permits of it rupees may be exchanged for gold.

Siam knows many forms of gambling, says the *Bangkok Times*, besides those to be seen in the regular gambling-houses, these special forms being for the most part indulged only on special occasions. Hitherto the right to control these forms of gambling in any district has been farmed out to the highest reliable tender. He then granted permits to all and sundry and collected the regular fees. From the 1st of next month, however, that system is to be abolished in Bangkok Muehnon. The people who wish to open any of these establishments for definite periods, will now get their permits from, and pay their fees to, the Revenue Department of the Ministry of Local Government. The State thus getting the farmer's profit. The notification, issued under the Gambling Law of the year 120, enumerates some 26 different forms of gambling, divided into three classes according to the amount of the fee, to which the new rule will apply. They include races and games of skill as well as games of chance. The notification does not apply to the gambling-houses.

Mr. Joseph Walton, M.P., moved an amendment on the address in reply to the King's Speech to the effect that it was essential adequate measures should be taken for safeguarding the commercial and political interests of the British Empire both in China and Persia. He complained that in connection with railways in China, Great Britain was behind other nations in the race for obtaining concessions and making the lines, to the great detriment of our trade. The history of our association with Germany in the Far East was most unfortunate; the association had operated entirely in the German interest and to our disadvantage. Mr. Keewick, speaking from personal experience, said that our trade interests in China were distinctly satisfactory. Lord Cranborne, in reply, said our trade in China had improved, and there was no reason for any special anxiety. With regard to Weihaiwei, the Japanese had enabled us to dispense with that place as a naval station. The debate was continued by Sir Edward Grey, who pointed out that many of the concessions promised by China several years ago still remained on paper. Answering Mr. Norman, Viscount Cranborne said in effect that the Government had not in any way modified their view concerning the control of the Chinese Imperial Maritime Customs in the future. A full report of the speeches will appear to-morrow.

Mr. H. Trenchard, an establishedigger in Portsmouth Dockyard, has been appointed charyman at Hongkong.

At Wilhelmshaven a monument was unveiled with great ceremonies on 12th ult. in memory of the German marines who fell in the last China war.

Admiral Courtes, Maritime Prefect at Lorient, has been obliged to abandon his post for the present owing to a chronic affection contracted whilst on service in the Far East.

The new Chinese Ambassador in Paris has visited the tomb of Marguerite Gautier, the prototype of the *Dame aux Camelias*, which has been translated into the Chinese language.

At a sale of rare postage stamps in London on the 13th ult. among the more important lots were:—Hongkong: 1830, 10 cents on 16 cents yellow, £2; Negri Sembilan, 4 cents with red and black surcharge (only 30 of this stamp printed), £6 5s.

Among a number of awards by the Royal Humane Society for distinguished action in saving or attempting to save life, a silver medal has been presented to J. Shearman, fourth officer of the P. & O. *Malacca*, for a gallant action, off Wossung, China, on December 15th, shortly after midnight.

Besides the battleship *Slava*, which is about to be launched in the Baltic, and is being hurried forward for service in the Far East, the battleship *Tsarevitch*, now building in Toulon, is also destined for the Pacific station. Within a short time a crew will leave Constantinople for Toulon to take delivery of the vessel, and to bring her round to the Baltic to undergo her steam and other tests, after which she will be despatched to the Pacific.

The *L. & C. Express* of the 20th ult. has the following paragraph:—We learn that the Straits Settlements Currency Commission will meet on Monday, 23rd inst., for the consideration of their draft report. Meanwhile the evident belief in Singapore that a gold standard is coming would seem to be reflected by the exchange, which is 7.161 per dollar higher there than in Hongkong, a difference of about 2½ per cent. We would point out, however, that if a change is made, and a gold standard established at a certain rate, that such a result must take time to be brought about. The only thing that will, and must, be quick is the legislation by which it is put through.

SANITARY BOARD ELECTIONS.

A meeting of rat-payers was held in the City Hall at four o'clock yesterday afternoon for the purpose of electing two representatives to the Sanitary Board. Mr. W. Norton Kyte, Registrar, Supreme Court, who presided, explained the business of the meeting and the procedure to be observed in conducting it, drawing attention to the fact that each elector had two votes instead of one as previously announced. He read out the names of the nominees, with their proposers and seconders. These were as follows:—

Mr. H. E. Pollock, K.C., proposed by Mr. B. Layton, seconded by Mr. G. Balloch;
Mr. E. A. Hewett, proposed by Mr. J. H. Lewis, seconded by Mr. E. W. Mitchell;
Mr. A. S. Hooper, proposed by Mr. E. Osborne, seconded by Mr. W. A. Craikshank;
Mr. A. Ramjohn, proposed by Mr. J. Lemm, seconded by Mr. E. M. Hazeland.

The proceedings were of a purely formal nature, and no speech following the Registrar's remarks, the election was proceeded with. The poll closed at six o'clock. Immediately afterwards the counting of the votes was begun. This operation lasted till nearly seven o'clock, when the Registrar announced the result as follows:—

Mr. Pollock	235
Mr. Ramjohn	141
Mr. Hewett	121
Mr. Hooper	105

The names of the successful candidates were received with hearty applause.

R.A. SPORTS.

The R.A. Sports will be held at Happy Valley to-morrow, commencing at 11 a.m. Preliminary heats will be run off to-day. There will be three events open to the Royal Navy, European garrison and Police, namely, tug-of-war, 1 mile race, and 4-mile race. For these events post entries will be allowed.

THE MURDER OF CONSTABLE EVANS.

SIX MEN SENT TO DEATH.

We drew attention a fortnight ago to the fact that the atrocious crime of murdering Constable Evans remained unexpiated. We now learn that on Friday last a trial in connection with this matter took place in the Nambol Magistrate's yamen in the presence of Mr. H. E. Sly, the Vice-Consul at Canton, and as a result six men, including two sent from Hongkong, were sentenced to death. Six others—all very young men—were sentenced to long terms of imprisonment. There was no question about the identity of the real murderers, as they were instantly recognised by the little daughter of Mr. Evans and by the boat-woman who was in the junk at the time.

We understand that the delay was due to a desire to ascertain whether any more men were implicated than those under arrest. The police as well as the Consul-General (Mr. J. Scott) are to be complimented on their success in bringing the miscreants to justice.

TELEGRAMS.

REUTERS SERVICE.

THE REVOLUTION IN URUGUAY.

LONDON, 23rd March.
The revolution in Uruguay on the 19th inst. ended without bloodshed, and peace has now been signed.

VENEZUELA.

LONDON, 23rd March.
President Castro has refused to reconsider his resignation. It is stated in Washington that the President resigned by arrangement to enable Venezuela to present a solid front to the Powers. It is understood that his brother will now become president and that Don Castro will be re-elected at the next election.

The United States will not countenance the arrangement already made being upset by any change of government at Caracas.

THE COAL STRIKE IN PENNSYLVANIA.

LONDON, 23rd March.
President Roosevelt's Commission appointed in October last to investigate the disastrous coal strike in Pennsylvania, has decided in favour of the men, practically on all points awarding an increase of wages and other concessions. Although the miners claim the victory, the details of the award show that it is to a great extent a compromise. The men's demands are only partially granted and trade-union terrorism is severely condemned, the methods employed being described as worse than war, and are prohibited for the future.

THE ADMIRALTY DOCK QUESTION.

DEPUTATION TO THE GOVERNOR.

This morning at 11.15 His Excellency the Governor will receive the Committee which was appointed by the meeting held at the Hongkong Club to bring the views of the public on the Dock question before the proper authorities. Members of the Committee are asked kindly to note the change of time and place from that previously fixed.

The account of speeches delivered at the Club in connection with the movement to secure the removal of the Admiralty Dock, as supplied to the papers, did not accurately represent what was said, and we have pleasure in giving the corrected versions as follows:—

Sir PAUL CHATER said:—Mr. Shewan and gentlemen, as it is your wish that I should preside over the proceedings for which we are met, I shall be glad to do so and to promote as far as lies in my power, the object which one and all of us have in view. Doubtless some of you are aware that two years ago I made an attempt to secure for the Colony a continuous Praya, but unfortunately without success. It would seem, however, if rumour be correct, that an opportunity for endeavouring to attain that object appears likely to offer. I shall therefore be glad to hear the views of anyone present in reference to this matter. I need not enlarge on the importance of this question. I am sure it is the ardent desire of the whole community to see their city possess one unbroken frontage. (Applause.)

Hon. R. SHEWAN then addressed the meeting, which, he said, had been called to consider the advisability of making an effort to have the new Admiralty Dock removed from the Praya and Queen's Road, where, he thought every one agreed, it was entirely out of place. From information he had received, he understood that even the naval authorities would be willing to remove to another and a better site. He did not set up as a judge of these matters, but it did not seem to him that it would be very difficult to find a better site, for a more inconvenient one than the present could not be found anywhere. He believed that not only the mercantile community but the Colonial Government and the military were dead against the works remaining where they were, so if it did nothing else the present agitation would strengthen the hands of the authorities all round. Under these circumstances, it seemed to him to be the bounden duty of the community to make a strong and determined effort to get the Dockyard removed from the centre of the city. This was only a preliminary meeting, and his idea was that the Chairman should simply take the sense of the meeting for or against the proposal, and then, if they were as he felt sure they would be—unanimously in favour of agitating for the removal of the dockyard, they should elect a Committee of representative men to decide further action—either by forwarding a petition to the Home Government, or by holding a public meeting to concentrate public opinion. Whatever they decided to do must be done quickly and heartily. Sir Paul Chatter was with them, and he believed, a complete scheme ready to meet all the objection that might be raised by supporters of the present site, and he knew that their friend, Mr. William Danby, had all the details of this matter at his fingers' ends. This agitation might be a forlorn hope, though he did not think so; but anyhow let them go forward bravely with it, and if it be a forlorn hope, may it and as many forlorn hopes in our country's history had ended, by carrying everything before it. (Applause.)

SUPREME COURT.

Wednesday, 25th March.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISH
(PUNISH JUDGE).

DISPUTE ABOUT A JUNK.

Loung Shi, described as a single woman, living at 17, Hollywood Road, obtained judgment on 18th February against Ho Wong, owner of the Tung Tak Li junk, No. 405, for \$515 principal and interest on money lent. After judgment was given in her favour Loung Shi issued a writ of execution and seized the junk. Subsequently the Ho Tung Hop issued an interpleader summons claiming the junk to be theirs. Mr. John Hays of Messrs Johnson, Stokes & Master, solicitors, who appeared for the claimants, in the end withdrew the case as it was stated in evidence by Ho Shok Tai, master of the Ho Tung Hop, that the money with which the junk was bought belonged to his father's estate, to which the lease of administration had been taken out.

The claimants having complied with the requirements regarding the lease of the estate, brought another interpleader summons. Mr. F. X. d'Almeida de Castro, solicitor, appeared for the execution creditor. After hearing certain evidence,

His Lordship made an adjournment as the claimant's solicitor was not present, and in respect of that allowed the execution creditor the expenses of the day.

POLICE COURT.

Wednesday, 25th March.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

ALLEGED FORGED BANK-NOTE.

On the 12th inst., it may be recalled, we reported that a Chinaman describing himself as a shop assistant went to the Post Office with a ten-dollar note which he tendered with a request for five dollars' worth of stamps. The clerk examined the note before handing over the stamps and suspected its genuineness. Accompanied by the would-be purchaser, he went along to the Hongkong and Shanghai Bank, where the bill was scrutinised and pronounced to be a forgery. The Chinaman was arrested, and to the police made a statement that his master, a shopkeeper in the country a day's journey from the city, gave him the note to purchase stamps.

He pleaded not guilty to uttering the forged bill, and was represented by Mr. J. S. Harston. The case was remanded till yesterday, when the defendant was discharged.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

RUSSIAN STEWARDAYS.

Two Russian seamen were charged with stowing away on board the steamer *Kwong Sang* and obtaining a surreptitious passage from Shanghai to Hongkong.

They pleaded guilty, and were fined each \$20 or three weeks' imprisonment with hard labour.

A DARING THIEF.

Ah Cheung, a coolie, was charged with stealing railway truck couplings at Quarry Bay shipbuilding yard on the 24th inst. and with damaging a cell at Shaukiwan Police Station.

The damage to the cell was caused by a daring attempt which the prisoner made to escape. He sawed a hole in the wall with a large nail, and was on the point of clearing away when a looking-intercepted him.

For the theft of the couplings he was sentenced to three months' hard labour, and for the damage to the cell to one month's hard labour.

A WHITE AUSTRALIA.

VIEWS OF A STEAMSHIP OWNER.

Mr. Archibald Currie, the well-known Melbourne steamship owner, who has been on a visit to India, is not an advocate of a white Australia. His idea is that the country is in such need of people to make trade that coolies from India should be brought to work in the Commonwealth. On being questioned as to his experience in India, Mr. Currie gave it as his opinion that India, with her busy harbours and teeming thousands working in them, and her millions employed in countless industries in the interior, is a lesson for Australia. "I travel with my eyes open," continued Mr. Currie, "and my opinion of this country is that what is wanted is a lot of labour. Get labour from India, never mind what the colour is, and let the white man be the boss. Bring the coolies under engagement, and send them back at the end of it. I understand full that what I say is not popular, but it is my firm opinion that that is what is wanted. When you go to India you are impressed with the vastness of the work and the trade going on, and it strikes you how small and mean—low and contemptible mean—this country looks when you come back to it. What we want is population. With their huge populations and their resources, India and China 50 years hence will be the workshops of the world. Of that I am firmly convinced. Our country is similar, and we want crowds of people to make the huge trade that you see in those countries."

THE RECENT GALES IN ENGLAND.

THIRTY-THREE WRECKED—25 DEATHS.

Telegrams in the Australian papers during the first week of this month supply many particulars of the extensive damage done by the gales which raged in England at the end of February and the beginning of the present month. The telegrams read as follows:—

London, 28th February.

Incoming steamers report that the hurricane was the worst of the last 20 years. The storm and floods have done great damage in the north of Ireland and in the west of Scotland. Some damage was done to English breakwaters and harbours. Further wrecks are reported. A train with ten carriages was blown down on its side across the other set of metals on a viaduct at Ulverston, Lancashire. Thirty persons were injured. The roof of the residence of the Rev. Mr. Dewington, Primitive Methodist minister at Heston-le-Hole, Durham, was destroyed. Mr. Dewington, who was asleep at the time, was killed, and his wife was seriously injured. Many houses were unroofed at Dublin, and several fatalities are reported.

Later.

Telegraphic communication with the north of England is almost suspended. The Marni Suspension Bridge is blocked and the centre portion has moved. The gale was especially fierce in Ireland. Dublin Castle has been damaged, and a church was destroyed. Both at Cork and Holyhead (Wales) several public buildings and factories were wrecked. Altogether 82 persons were injured.

London, 1st March.

The gales in Great Britain have moderated, though the tale of losses is still incomplete. At the Isle of Man great damage was done. Houses and churches were wrecked, particularly All Saints Church, Peel, where a memorial window was blown in. The roof of the nave was lifted, and fell within the church. The Atlantic liner *Lucania*, from New York, arrived at Queenstown with 100 passengers, and as they were unable to land owing to the gale, they were taken to Liverpool.

The battleship *Resolute*, Captain John E. Bearcroft, encountered the full force of the gale. She was continually washed with huge seas. Waves bent an armoured door and snapped the chain controlling the tiller. The huge mass of metal consequently flew from side to side, but failed to penetrate the ship. The hand-steering gear was also rendered useless. The vessel was steered to Plymouth by means of her twin screws.

London, 2nd March.

Fresh squalls have occurred on the western coasts of Great Britain. An unknown barque while signalling that she was in distress struck the rocks on the north-west coast of Cornwall and was lost. A succession of hurricanes in the Atlantic has compelled many battered steamers to return to Queenstown. Numbers of seamen have been injured. The barque *Ladstock*, bound for Brisbane, suffered badly in the storm. She has arrived at Queenstown.

London, 2nd March.

The *Resolution* steamed from Holyhead to Plymouth in the teeth of the gale. Her rudder, weighing 12 tons, was wrenched away and was lost, and the fact was not discovered till the vessel had reached Plymouth. For hours the *Resolution* was helpless in the trough of the sea. During the storm the battleship *Collingwood*, Captain William Stokes Rees, coastguard ship at Bantrey, sprang a leak. She put into Plymouth, and she then had 330 tons of water in her hold.

London, 2nd March.

The gales in Great Britain caused the deaths of 25 persons. The vessels wrecked number 33. The damage to churches, factories, and farms is estimated at hundreds of thousands of pounds. The Dominion liner *Merion*, 11,621 tons, is ashore at Roche's Point, Queenstown. There are 90 passengers on board. [The *Merion* is a twin-screw, four-masted vessel, and was built by Messrs. J. Brown and Co., Glasgow. She is owned by the International Navigation Company, Limited. Her length is 530ft., breadth 96ft., and depth 27ft.] Germany, France, and Holland suffered severely by the gales.

London, 3rd March.

The barque which was signalling in distress on Sunday off Cornwall was seen that night to strike the Brisons near Land's End, and to appear only sick or break up. From the fact of a portion of the word Hamburg being found on a lifebelt washed ashore, the barque is believed to be a German vessel. Pieces of cables and cases addressed to New Zealand were also washed ashore. It is undoubted that the crew of the vessel perished. The lifeboat and the coastguard searched the coast for hours without result. The storm damaged the telegraphs in every district of England and Wales, except a portion of the south-eastern counties. Only one wire connected England with Glasgow during the storm. A heavy swell prevented the towing off of the steamer *Merion* at Roche's Point, Queenstown. She still remains in a critical position. Her passengers have not yet left her.

The steamer *Pas-de-Calais* (one of the steamers running between Dover and Calais) with 18 passengers aboard, from Calais, had one of her paddles disabled by the storm, and she drifted for some time. The vessel had a narrow escape of going on the Goodwin Sands. The damage was repaired, and the *Pas-de-Calais* reached Dover.

The ship *Cambrian Prince*, bound from Coquimbo, West Coast of South America, to Middlesbrough, foundered in the North Sea during the gale. Of the 20 persons aboard only one was saved.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

FOOD SUPPLY IN WAR-TIME.

London, 28th February.

An influential meeting was held at the Mansion House yesterday to consider the subject of the supply of food for Great Britain in war-time. The meeting passed a resolution recommending the Government to appoint a Royal Commission to consider the matter. Mr. Henry Chaplin, M.P. (Conservative, Stenford), said that he was authorised to say that Mr. A. J. Balfour, the Premier, would gladly receive a deputation on Thursday.

CONFERENCE ON THE UNEMPLOYED.

London, 28th February.

The national conference of municipal representatives and delegates from employers' and workmen's organisations, called to consider means to alleviate the condition of the unemployed, was opened in the Guildhall yesterday, and was attended by 600 delegates. The conference resolved, with only two dissentients, that the responsibility of finding work for unemployed should be undertaken jointly by the local authorities and by the Central Government. Legislation, it was also resolved, was necessary to empower both bodies to deal adequately with the problem. Sir John Gorst, M.P. (Conservative, Cambridge University), recommended the establishment of labour bureaux, the prevention of alien immigration, and the carrying out of public works as palliatives of the evil. Among the narrative methods he mentioned the taking of steps which would bring about a general improvement in the condition of the people.

ANARCHISTS IN THE UNITED STATES.

London, 1st March.

Sitzel, the anarchist, who was arrested at New York, has been discharged. Accused was severely reprimanded by the Bench. He had been selected by several American organisations as their representative at the International Anarchist Congress, to be held in Europe.

KING EDWARD'S GIFT TO THE LOUISIANA EXPOSITION.

London, 1st March.

The people of the United States are delighted at King Edward sending Queen Victoria's Jubilee gifts to the Louisiana Exposition. The National Conference on the unemployed held at the Guildhall on Friday, in addition to the resolution reported in Saturday's cable, passed a resolution recommending the appointment of a Minister of Industry.

GERMANS AND CZECHS.

London, 1st March.

A Czech party move has caused a serious run on the Bohemian Savings Bank, which the Czechs alleged was a German institution. In two days £750,000 was withdrawn.

LONDON COUNTY COUNCIL SCHEMES ABANDONED.

London, 1st March.

The Bank of England, being alarmed at the London County Council's expenditure, declined to make an advance of £5,000,000 to the council. The bank offered £2,000,000. The council considered the matter, and resolved that the various schemes contemplated should be abandoned.

CHANNEL SQUADRON.

London, 1st March.

Captain the Hon. Redworth Lambton has been appointed second in command of the Channel Squadron under Lord Charles Beresford.

SOUTH AFRICA—STANDARD TIME.

London, 2nd March.

Uniform time has been initiated at Capetown to Cairo. All the public clocks in South Africa were advanced half an hour at midnight on Sunday.

CROWN PRINCE OF SAXONY.

London, 2nd March.

The Crown Prince of Saxony will probably marry a sister of his divorced wife.

EASTERN EXTENSION CABLES.

London, 2nd March.

The Agents-General for the Colonies inspected the Eastern Extension Telegraph Company's two repairing vessels at Gravesend. Both have been equipped with the Lodge-Muirhead wireless telegraphy apparatus. One vessel will be stationed at Adelaide, and will patrol off Singapore after the laying of the Dutch cable connecting Borneo with Celebes.

THE KING'S INTEREST IN THE EMPIRE'S POLICY.

London, 2nd March.

The *Daily Mail* states that King Edward since his accession has commanded the attendance of Ministers 128 times, and has advised them in regard to the Colonial Conference and many other subjects. The *Mail* states that evidently His Majesty intends to exercise no inconsiderable influence upon the Empire's policy.

THE RAILING TO THE BLACK SEA CANAL PROJECT.

London, 2nd March.

It is reported at Odessa that an Anglo-Russian syndicate has been formed to construct a canal from the Baltic to the Black Sea large enough to admit of the passage of the heaviest warships. The work will chiefly consist in dredging the existing river channels.

[The following contains the leading features of the latest detailed description of the scheme published in England.—The route proposed is from the Gulf of Riga, along the rivers Duna, Beregin, and Dnieper to Kherson on the Black Sea, the length being 994 miles. The channels of the rivers would be deepened, and new cuttings made where necessary, so as to give a depth of 28ft. of water, the estimated cost being 20 millions sterling, and the time of construction five years. While the primary object of the canal is to connect the naval dockyards at Liban in the north with those at Nikolaioff in the south, it is thought that the great waterway would be commercially successful, as it would develop a

very rich tract of country. There is already communication between the two seas, practically for rafts and small vessels, by this route, and also to the Black Sea, near Memel, by means of the Dnieper, the Oginski Canal, and the Niemen. The Duna, which empties into the Gulf of Riga, is generally closed by ice from November to April, and the Dnieper, which discharges through nine months into the Black Sea, is closed from January to March. The upper portion of the latter river passes through marshy forests, and it is here that some of the greatest difficulties in the way of the scheme are expected to arise; while 200 miles from the debouchure are a series of time rapids, extending over 40 miles, with a total fall of 147ft. In June, 1900, it was announced that the construction of the waterway "for large vessels of the navy" was considered impracticable at present.]

THE CONSTRUCTION OF U.S. BATTLESHIPS.

London, 2nd March.

At the instance of Admiral Dewey and Captain Mahan, the United States Senate, in considering the naval construction programme forwarded from the House of Representatives, substituted 12,000-ton battleships for 16,000 tons, agreed to by the House. The ground for the alteration is that the moderate sized battleship is harder to manage than the larger variety. President Roosevelt supports the views of the House of Representatives, and is backed by the Navy Committee, consisting of Admirals Bowles, O'Neill, Bradford, and Melville. President Roosevelt's idea is that battleships should be self-contained and independent of auxiliaries.

TYPHOID IN A UNIVERSITY.

London, 2nd March.

Eighteen students of the Cornell University have recently died of typhoid fever.

FLOODS IN PENNSYLVANIA.

London, 2nd March.

Heavy floods have occurred in Pennsylvania, and 56 miles of the country are submerged. Forty thousand persons have been thrown out of work.

PRESIDENT ROOSEVELT AND NEGRO APPOINTMENTS.

London, 2nd March.

President Roosevelt declares that the Southerners' attitude will not induce him to vary a hair's breadth his policy regarding negro appointments.

THE REFORMS IN MACEDONIA.

London, 2nd March.

The foreign Consuls in Macedonia have been ordered to keep watch that the reforms undertaken by the Turkish authorities are strictly executed. The Sultan has assured the Ambassadors at Constantinople that steps have already been taken to execute reforms in Macedonia, and that the rebels (governors) concerned have received circulars instructing them how the reforms are to be carried out. Renter's Agency states that Turkish official circles fear that consular control of the reforms in Macedonia is tantamount to permanent European control of those provinces.

The Vienna correspondent of the *Times* says that the Sultan's widening of the sphere of reforms so as to include all the Roumelian vilayets is interpreted in some quarters as an attempt to prevent the realisation of the Powers' scheme by deliberately arousing the fanaticism of Albanians.

GOVERNOR OF SALONICA.

London, 2nd March.

The Powers having assented to the proposal, Hassan Fehmi Pasha has been reappointed Governor of Salonica for a period of three years.

FRANCE AND THE NEW HEBRIDES.

London, 2nd March.

The *Morning Post*, in commenting upon a petition to the French Senate and the Chamber of Deputies from Frenchmen in New Caledonia and the New Hebrides, urging that a French protectorate over the New Hebrides should be established, says that Great Britain must act as the interpreter of the sentiments and the guardian of the interests of the Commonwealth.

SOCIAL SCIENCE UNIVERSITY.

London, 2nd March.

General Booth, of the Salvation Army, proposes the establishment of an international Social Science University in London and New York, with branches at Melbourne, Toronto, Berlin, and Paris. General Booth intends that the University shall train thousands of Salvation Army members to become skilled rescuers of men and women from destitution and crime.

PUNISHMENT FOR FRAUDULENT BALANCE SHEETS.

London, 3rd March.

Sir Robert Finlay, the Attorney-General, will introduce into the House of Commons at the earliest opportunity a bill relating to the issue of fraudulent balance-sheets by public companies. Under the Act of 1861 the prosecution must prove that the fraudulent balance sheet was issued with intent to defraud the shareholders or the creditors before a conviction can follow. The Act is silent with regard to a fraudulent balance-sheet issued to attempt to induce the outside public to invest in the company.

Husband. "Now, what is the use of buying that silver-plated trash for a wedding present? Why not send something useful?"
Wife. "Hah! I suppose you'd like me to send her a cooking stove and a coal scuttle and a kitchen table. They'd look well on the piano, with our cards attached, wouldn't they?"

LATEST STEAMER MOVEMENTS.

The Boston Steamship Co.'s steamer *Shawmut* arrived at Victoria (B.C.) on the 23rd inst. The T.K.K. steamer *Bahia Maru* left Manila yesterday afternoon, and is expected here to-morrow, at 3 p.m.
The A.L. steamer *Nippon* left Moji for this port yesterday.

BRITISH POLITICS.

SPEECHES BY LEADING POLITICIANS.

Earl Spencer, the leader of the Liberal party in the House of Lords, in the course of a pessimistic speech at Birmingham on Saturday, February 28th, referred to the recent divergences of the Nationalists and Liberals, as well as to the Nationalists' avowed antipathy of the English people during the war in South Africa. Ireland, Earl Spencer said, would only be satisfied with self-government, but the passing of any such measure by Parliament was very distant. It was his consistent belief that it was likely that the Unionists would carry such a measure than the Liberals.

The *Daily Chronicle* believes that the Government, after its Irish Land Purchase Bill has been disposed of by Parliament, will introduce a bill for establishing a Roman Catholic University in Ireland, also such a measure of self-government for Ireland as would be called Home Rule if the Liberals introduced it. The Liberals will thus, says the *Daily Chronicle*, be relieved of a responsibility which is weighing upon them like an incubus.

The Earl of Rosebery, in the course of a speech at Paisley on 28th February, said that the Liberal party was like a caterpillar which had separated from its host. If the Liberal party had no reason for existence it would surely and deservedly die. What the Liberals required, Lord Rosebery affirmed, was a strong reconsideration of its policy, new methods, and fresher ideals, so as to come in closer sympathy with the country.

The *Times*, in commenting on Lord Rosebery's speech at Paisley, says that it is not enough that Lord Rosebery should tell the Liberal party it needs fresher ideals. He ought to supply these fresher ideals to the party.

In the House of Commons on the 1st inst., when Sir Robert Finlay, the Attorney-General, moved for the issue of a writ of election for Galway City, to fill the vacancy due to the conviction of Mr. Arthur Lynch of treason, Sir G. C. T. Barclay (Conservative, Tellington North), moved an amendment that the writ be not issued during the present session. Mr. A. J. Balfour, the Premier, objected to any disfranchisement of the constituency without an investigation by a committee of the House.

Moreover, he said, controversies between constituencies and the House had never been to the advantage of the House. Mr. Balfour, continuing, said that if Mr. Lynch was admittedly a brave man, the constituency was less blameable than others which had elected both traitors and cowards. He supported the motion on the grounds of reason and precedent. Lord Hugh Cecil (Conservative, Greenwich) and Colonel Kenyon-Slaney (Conservative, Newport Salp) supported the amendment. On a division the amendment was negatived by 148 votes to 45 votes. The majority included 43 Unionists and 2 Liberals. The motion for the issue of the writ was agreed to.

In the House of Lords on the 1st inst. Lord Tweedmouth (Liberal) moved for the production of additional papers relating to Venezuela. The Marquis of Lansdowne, the Secretary of State for Foreign Affairs, denied that there had been any risk of alienating United States sympathy in the Venezuelan affair. Germany had assured the Government at Washington early in 1902 that in whatever act it might take against Venezuela she did not intend the smallest acquisition of territory either on the mainland of South America or of the adjacent islands. Great Britain's official intimation to Washington concerning the blockade of the Venezuelan ports was made, the Foreign Minister said, in November, but we had then good reason for knowing how the United States Government was likely to regard our action. The Earl of Rosebery said that co-operation with Germany in this matter was not necessary. The fact that coercion had been agreed upon before approaching Mr. J. Hay, the United States Secretary of State, was not in accordance with the comity of nations.—The motion was withdrawn.

SIAM'S NEW ADVISER.

Mr. E. H. Stoubl in the leading exponent of international law in Harvard University. He was born in South Carolina in 1855 and graduated at Harvard University and Law School. He studied abroad for some time and on returning to America in 1883 was admitted to the Bar. He practised law in New York for a couple of years when he was appointed Secretary of the United States Legation at Madrid. He remained in Spain until 1890, being *Chargé d'Affaires* for a third of the period. Between 1888-89 he was detailed by the Government for special business in Morocco. On resigning his position in Madrid in 1890 he studied for two years in Europe, returning to America in the autumn of 1892. He was appointed Assistant Secretary of State in 1893 and in the following year he became Envoy Extraordinary and Minister Plenipotentiary to Ecuador. From 1895 to 1897 he occupied the same position in Chile. In the latter year he was selected to act as arbitrator in the Frezear claim between France and Chile, and decided in favour of France. Afterwards he visited Brazil, Uruguay and the Argentine Republic studying South American affairs. In 1899 he became counsel for Chile before the United States and Chilean Claims Commission, and won the case for Chile. He is an officer of the Legion of Honour of France (1898). In politics he is a Democrat. He is the author of the *Spanish Revolution* official in 1898, and has written various official despatches and reports to the Government, notably the report on the *Resumption of Specie Begin in Chile*. He was engaged to act as adviser in Siam in September last year and took part in the recent negotiations between Siam and France and Siam and England.—*Bangkok Times*.

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Hongkong, 11th March, 1903.

RECONCILIATION MOVEMENT IN SOUTH AFRICA.

London telegrams dated February 28th contain the following interesting items of information following upon the tour of the Colonial Secretary:—

The *Outland*, the Cape Colony organ of the Afrikaner Bond, has published a circular embodying the terms of the promise which the Bond deputation, through Mr. J. H. Hofmeyr, promised Mr. Chamberlain should be issued to promote the unity of the white races in South Africa. The circular asks all classes to co-operate in bringing about a rapprochement and reconciliation of the Dutch and the British.

Mr. J. H. Hofmeyr, in the course of an interview, stated that for 30 years he had never wavered in the belief that federation of South Africa on the Canadian model would be eventually necessary. The circular published by the *Outland* represents, he says, the view of the entire Afrikaner Bond. It requests the recipients to use their personal influence to consign to oblivion the bitterness following the war. Otherwise peace and prosperity will be retarded.

The Paris newspaper *Le Temps* eulogises the herculean labours of Mr. Chamberlain in his mission and admits that he has done everything to promote a general reconciliation in South Africa. Other European organs, especially those of Vienna and Berlin, acknowledge the surprisingly good results of Mr. Chamberlain's mission.

An ordinance issued by the Government at Pretoria establishes an Education Department for the Transvaal, together with elementary schools, high schools, an University, technical schools and reformatory, and other schools. Some of the schools are to be free. Instruction in the Dutch language is limited to five hours a week, including instruction in religion.

An amended ordinance for the preservation of peace in the Transvaal has been issued at Pretoria. The ordinance increases the stringency of the rules for admission to and of residence in the colony, and provides heavy penalties to be imposed on the holders of forged permits.

London, 3rd March.

A Blue-Book has been issued regarding land settlement in, and restocking of, the Transvaal. Lord Milner, in a despatch of December 25, says that though the Transvaal is adapted for stock raising probably it is nowhere harder to find acclimatised imported stock. It is a pity to send pedigree stock in any quantity to the colony until there is a reasonable prospect of the stock being able to survive the change of climate and pastures. On February 16 there were 141 occupants of burglar camps in the Transvaal and 490 in the Orange River Colony, mostly destitute women and children and aged infirm. On the same date there were 370 new land settlers in the Transvaal and 362 in the Orange River Colony.

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Ind. Coops & Co.'s		Doz.	
Ale	Per 8 Doz. Pts.	\$18.50	\$2.35
Base, Light Gravity	4	Qts.	19.00 4.75
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Jubilee	6	Pts.	16.50 2.75
Do	4	Qts.	16.50 4.15
Munich, Dark	4	Qts.	17.00 2.85
Do	6	Pts.	29.00 4.70
Blatz, American	8	Pts.	29.00 2.90
Do	4	Qts.	16.50 4.15
Yoshin, Japanese	8	Pts.	16.00 2.10
Yoshin, Japanese	8	Pts.	17.00 2.20
Dark	8	Pts.	17.00 2.20

STOUT.

Ind. Coops & Co.'s		Doz.	
Guinness	Per 8 Doz. Pts.	\$19.50	\$2.45
Head	4	Qts.	20.00 5.00
Guinness, Boar's	8	Pts.	25.00 3.15

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12, QUEEN'S ROAD.

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Hongkong, 21st March, 1903. [924]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE

CONSEQUENT upon the retirement of Mr. W. H. RAY owing to ill-health, Mr. JAMES WHITEHEAD has, from this date, been appointed SECRETARY of the above Company.

By Order of the Board of Directors,
E. W. MAITLAND,
Acting Secretary.

Hongkong, 17th March, 1903. [569]

WANTED.

FOR the International Settlement of Kuluang, Amoy, a Competent Man to act as SECRETARY and SUPERINTENDENT OF POLICE. Preference will be given to a man with some knowledge of Sanitary Engineering. Salary \$40 per month. There would be no objection to his accepting outside work, provided the same would not interfere with his duties. The selected candidate must pass a Medical Examination.

Apply to—
W. S. ORR,
Chairman, Kuluang Municipal Council.
Amoy, 19th March, 1903. [936]

WANTED.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

WANTED A MANAGER for above Institution.

Apply to—
HON. SECRETARY.
Hongkong, 21st March, 1903. [927]

NOTICE.

WANG HING, JEWELLER.

has REMOVED to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY AND WALSH) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO.

Hongkong, 25th March, 1903. [472]

NOTICE.

A CERTIFICATED COMPETENT ACCOUNTANT seeks a permanent engagement for a moderate remuneration, and offers his services to any Firm (Merchant or others) whether as the Accountant or Assistant. He has the advantage of being prepared to open or close sets of books, write up monthly accounts, and do auditing work. Extra work will be accepted as well.

Please communicate with—
H. M. E.,
Care of Daily Press Office.

Hongkong, 25th March, 1903. [1890]

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Manager.

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Hongkong, 18th January, 1893.

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Established over 20 years. Importers and
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144, Des Vaux Road.

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25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
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Thoroughly reliable preservative for Wood
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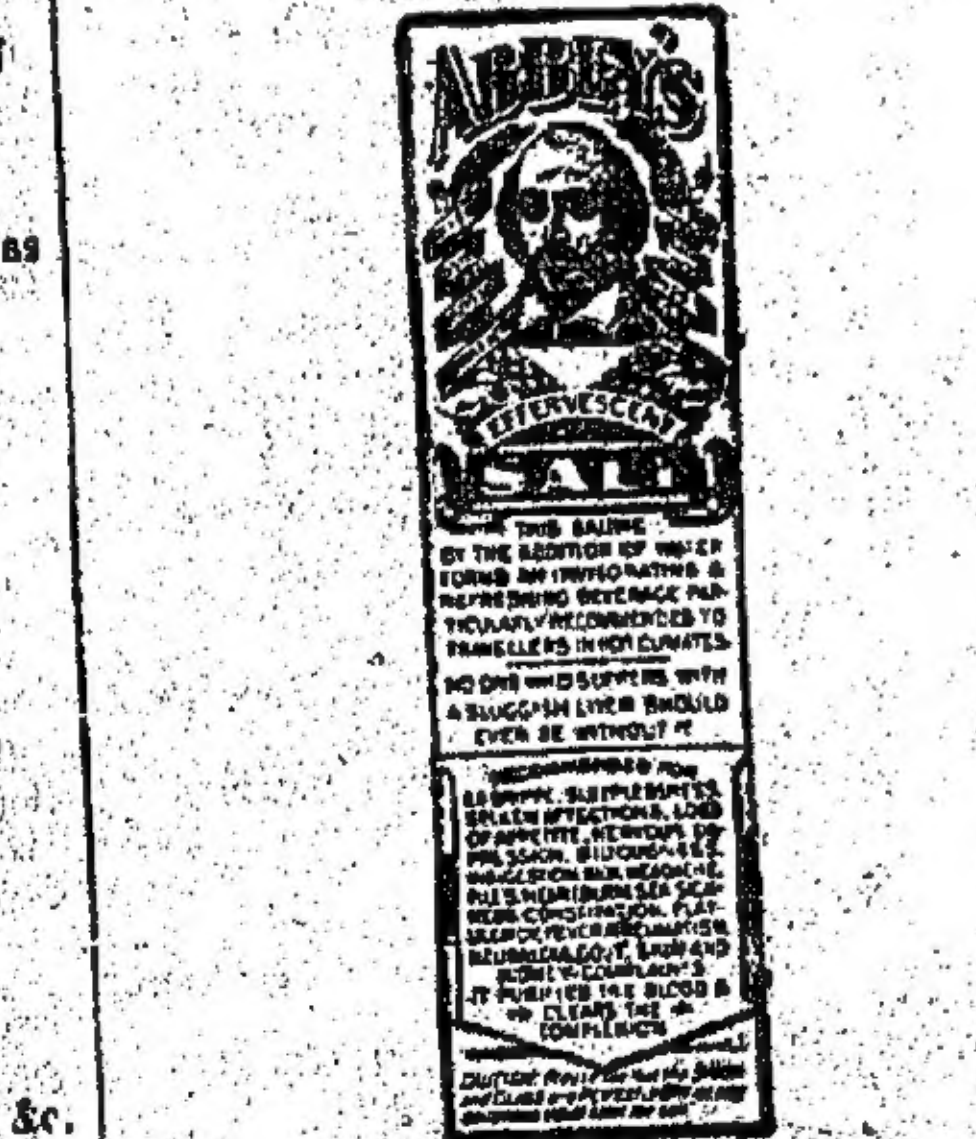
LUTGENS, EINSTAMANN & CO.,
Sole Agents for China.

Hongkong, 1st July, 1902. [34]

THE TRADE MARK ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE IS HEREBY GIVEN that THE
ABBEE EFFERVESCENT SALT
COMPANY, LIMITED, of 144, Queen
Victoria Street, London, England, has on the
5th day of January, 1903, applied for the
registration, in Hongkong, of the following
TRADE MARKS, of the following TRADE
MARK—



in the name of THE ABBEE EFFERVES-
CENT SALT COMPANY, LIMITED, who
claim to be the sole proprietors thereof.
The TRADE MARK has been used by the
applicants in respect of the following Goods,
namely, a medicinal saline preparation for
human use in Class 3.

A facsimile of the TRADE MARK can be seen
at the Office of the Colonial Secretary of
Hongkong and also at the Office of the under-
signed.

Dated the 22nd day of January, 1903.

MOUNSEY & BRUTON,

No. 39 & 41, Des Vaux Road,

Victoria, Hongkong,

on behalf of the applicants.

The Abbe's Effervescent Salt Company
Limited.

[352]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the

1st JANUARY, 1903, the SUB-

SCRIPTION to the "HONGKONG DAILY

PRESS" will be as follows:—

PER QUARTER ... \$0

PER MONTH ... \$5

ALFRED CUNNINGHAM,
Manager.

Hongkong, 8th December, 1902. [3302]

AUCTIONS IN BANGKOK.

Those who have attended auction sales in
Bangkok, says the Bangkok Times, must have
been frequently amazed at the prices obtained
for worn, even dilapidated, articles. Common
household furniture that has experienced the
wear and tear of years and by its appearance
shows that it has been subjected to the roughest
usage realises a price equal to that which would
be paid for new furniture. Now it cannot be
said that furniture, to take one example, was
made in a more substantial way or from better
designs in the old days than it is to-day.

Indeed if one had the choice and were not
blinded by the craving for a "bargain" at any
cost, an investment would be made in the new
article. But the old shaky table standing on
trembling legs and indented as if it had borne
a siege: the writing desk with drawers that can
only be drawn out sideways and that only by
dilat of enjology, without locks or knobs,
with moth or ant-eaten pigeonholes and
splashed with what looks like soap stains
rather than ink: the rickety bedstead
which spells sleeplessness—if nothing more
ferocious—al'over it; and the tarnished silver-
plate that is obviously neither silver nor
Britannia metal, all have their purchasers at
shop figures. What is the reason of this? Is
it that the auctioneers are exceptionally smart
in their business? Can it be that the spirit of
"beating-my-neighbour" is so ingrained in
the character of those resident in Bangkok
that they will pay any price rather than
stop bidding—or is it the refreshments?

Only the other day a sale was held and
some fancy prices were obtained for articles
that had weathered the storms of years.
An iron bedstead, for example, that had
seen much service, and may be brought
new in a store any day for 80 ticals, realised
90. A couple of young house furnishers
attended the sale with the view of starting
housekeeping on a small outlay. Fortunately
they had obtained the price-list of a first-class
store and when they consulted it and marked
the prices at which similar articles went at the
auction they refrained from making any pur-
chases. In fact, according to them, it was cheaper
to buy new goods. Of course if you buy from a
store you lose all the excitement of the sale.
You haggle with the salesman, but it is a pro-
fitless job. On the other hand at an auction
you have the—some people—profound
satisfaction of outbidding a rival competitor from
the fray. You see the disappointed, often
angry, looks when the auctioneer proclaims you
to be the successful bidder. And you may hug
yourself, for a short time, with the notion
that you are a "Parson" Morgan when it
comes to making a bargain. But the feeling
wears off. Once started, however, on the way to
auction sales a grim fascination overtakes one
that nothing can exercise. You may say in the
morning "I shan't go to this sale, at any rate,"
but towards afternoon an uneasy feeling begins
to creep up the small of the back and at last
former declarations are cast to the winds and the
sale is attended. It is a well-known fact that people
say when they start house-keeping—"This furni-
ture is so much cash deposited; it is our savings
bank," and ten to one they are right. It might
be worth while purchasing new furniture and
placing it in several houses. These sales could
be announced and the probability is that a really
satisfactory profit would be made. Happy the
auctioneer; and happy the householder who is
"selling-off."

THE ANGLO-SIAMESE TREATY.

An interesting contribution appears in the
Morning Post on the outlook for the ratifica-
tion of the Treaty between France and Siam
which states:—
It is alleged against the Siamese Government
that, while making no provision for appointing
French bacteriologists, it has provided in its
new Budget for the payment of British officials
in the Siamese-Malay States, that it is arrang-
ing for a loan in London, and that it has
granted to an English company and to the
Hongkong and Shanghai Bank a concession
for building a railway 84 kilometres in length
from Bangkok to Tachin. The inference
suggested is that Siam is sacrificing French
interests to those of Great Britain. So far
as the provision in the Siamese Budget for
the payment of British officials in the
Siamese-Malay States is concerned the explana-
tion is a perfectly simple one. The Anglo-
Siamese Treaty is in full force, and provision
must naturally be made for the payment of
the Resident and Assistant-Residents, who
will represent the Siamese Government at the
Courts of the Rajahs of Kelantan and Treng-
ganu. These officials are to be appointed by
the Siamese Government with the approval of
the British Government, and in a sense they
will no doubt be British officials, since they
will be British subjects in the employment of
the Siamese Government.

It may even be, since experience in the
administration of the Malay States, and a
knowledge of the language, are essential quali-
fications for the important post of Resident,
that two out of the four officials may be
hired from the neighbouring administration
of the British Federated Malay States, while

the remaining two posts could no doubt be
supplied from the British officials at present
in the service of the Siamese Government.
This would seem a fair and reasonable
arrangement, for while making adequate
provision for efficient administration it
would pay some regard to the natural susce-
ptibilities of the Siamese authorities. But
in any case it is obvious that, whether provision
for the payment of the salaries of these officials
is made in the Siamese Budget; or they are
provided out of local revenues, it is no special
favour shown to Great Britain but only the
fulfilment of a treaty obligation; and since
there is no reason to suppose that the Siamese
will be less willing to fulfil their pledges to
their neighbours on the East than they are to
those on the West, the fact that such provision
is made may be regarded as evidence that if the
Convention is ratified by the French Chambers,
the Siamese will be prepared to fulfil not only
the specific obligations of its formal provisions
but the undertakings they have given as a
consequence of its conclusion.

As to other allegations of undue favours
bestowed on Great Britain they are easily
disposed of. Our political interests in Siam
are at least equal to those of France, while our
commercial interests are incomparably more
important. There is, therefore, nothing to
which exception can properly be taken in the
granting of a concession for a railway to a
British company, if such a concession has
in fact been granted, or in a Siamese loan
being floated in London, if such a loan is
contemplated. Further, it may perhaps be
suggested that the willingness of the
Siamese Government to grant concessions to
British subjects may not be wholly un-
connected with their belief that Great Britain
has no desire to annex Siamese territory. This
is certainly true, as the arrangements made for
the future administration of the Malay States
carefully safeguard such rights as the Siamese
Government possesses, and give them a
character of permanence which they might
not otherwise have enjoyed. What does not
appear to be adequately realised in France is
that it is not possible to pursue two wholly
different lines of policy at one and the same
time, and to reap the benefit of both.

It is childish to complain of the unfriendly
attitude of the Siamese towards a neighbour
who scarcely makes any secret of entertaining
designs on their independence and on their
territorial integrity, and insists on withdrawing
from Siamese jurisdiction a considerable
proportion of the population resident in the
country. The controversy which has arisen
in France over the Franco-Siamese Agreement
has more than a merely local or national im-
portance, because it represents the struggle
between two opposing and divergent policies,
one of which must triumph, with results which
cannot but have a material bearing on British
interests in the Far East.

These two policies have recently been de-
scribed by a French writer as the colon policy
and the policy of diplomacy. The first confines
its view almost exclusively to the extension of
French influence in the Indo-Chinese penin-
sula, while the second, which is the policy not
only of M. Delcasse, but of some of his most
distinguished predecessors at the French
Foreign Office, was definitely embodied in a
proposal, made by M. Waddington to the
Marquis of Salisbury as far back as April,
1889, for the neutralisation of Siam, when
the French Ambassador stated the desire
of his Government to establish Siam "as a
strong independent kingdom, with well-
defined borders on both sides, by which a
permanent barrier might be established between
the possessions of Great Britain and France in
the Indo-Chinese peninsula." On behalf of the
British Government Lord Salisbury stated that
this country was favourably inclined to such an
arrangement, as M. Waddington had proposed,
and though the negotiations came to nothing,
the declarations remain as embodying the policy
which statesmen on both sides of the Channel
have regarded as desirable in the interests alike
of Great Britain and France.

SAVE THE CHILDREN.

Statistics will prove that a large percentage
of deaths among children may be traced to
complications arising from the early souring of
milk by bacteria. Cholera Infantum is the
most fatal disease of infancy, and is common,
especially with bottle fed infants. Perry Davis'
Painkiller in the emergency is the best remedy
and saves many a child's life while the doctor is
coming. [208-23]

the remaining two posts could no doubt be
supplied from the British officials at present
in the service of the Siamese Government.
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disposed of. Our political interests in Siam
are at least equal to those of France, while our
commercial interests are incomparably more
important. There is, therefore, nothing to
which exception can properly be taken in the
granting of a concession for a railway to a
British company, if such a concession has
in fact been granted, or in a Siamese loan
being floated in London, if such a loan is
contemplated. Further, it may perhaps be
suggested that the willingness of the
Siamese Government to grant concessions to
British subjects may not be wholly un-
connected with their belief that Great Britain
has no desire to annex Siamese territory. This
is certainly true, as the arrangements made for
the future administration of the Malay States
carefully safeguard such rights as the Siamese
Government possesses, and give them a
character of permanence which they might
not otherwise have enjoyed. What does not
appear to be adequately realised in France is
that it is not possible to pursue two wholly
different lines of policy at one and the same
time, and to reap the benefit of both.

It is childish to complain of the unfriendly
attitude of the Siamese towards a neighbour
who scarcely makes any secret of entertaining
designs on their independence and on their
territorial integrity, and insists on withdrawing
from Siamese jurisdiction a considerable
proportion of the population resident in the
country. The controversy which has arisen
in France over the Franco-Siamese Agreement
has more than a merely local or national im-
portance, because it represents the struggle
between two opposing and divergent policies,
one of which must triumph, with results which
cannot but have a material bearing on British
interests in the Far East.

These two policies have recently been de-
scribed by a French writer as the colon policy
and the policy of diplomacy. The first confines
its view almost exclusively to the extension of
French influence in the Indo-Chinese penin-
sula, while the second, which is the policy not
only of M. Delcasse, but of some of his most
distinguished predecessors at the French
Foreign Office, was definitely embodied in a
proposal, made by M. Waddington to the
Marquis of Salisbury as far back as April,
1889, for the neutralisation of Siam, when
the French Ambassador stated the desire
of his Government to establish Siam "as a
strong independent kingdom, with well-
defined borders on both sides, by which a
permanent barrier might be established between
the possessions of Great Britain and France in
the Indo-Chinese peninsula." On behalf of the
British Government Lord Salisbury stated that
this country was favourably inclined to such an
arrangement, as M. Waddington had proposed,
and though the negotiations came to nothing,
the declarations remain as embodying the policy
which statesmen on both sides of the Channel
have regarded as desirable in the interests alike
of Great Britain and France.

SAVE THE CHILDREN.
Statistics will prove that a large percentage
of deaths among children may be traced to
complications arising from the early souring of
milk by bacteria. Cholera Infantum is the
most fatal disease of infancy, and is common,
especially with bottle fed infants. Perry Davis'
Painkiller in the emergency is the best remedy
and saves many a child's life while the doctor is
coming. [208-23]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C. Scott's and Engineering Codes

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 513 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 89 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 264 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 68 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP (at KOSUKE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILD-

ING and MARINE ENGINEERING as well

as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE

STEAMER 72 TONS GROSS, Fitted

with POWERFUL SALVAGE PLANT

READY at SHORT NOTICE.

1534

SOFT-FRONTED SHIRTS 1903.

BEST ZEPHYR TUNIC SHIRTS.

FINE FRENCH PRINT SHIRTS.

'WE HOLD A FULL RANGE OF SIZES, QUALITIES, AND COLOURS IN
THE ABOVE, AND CAN SAFELY SAY WE HOLD THE FINEST STOCK OF
SUMMER SHIRTS PROCURABLE.

A LARGE VARIETY OF TIES HAS JUST COME TO HAND

FOR THE SPRING SEASON.

WM. POWELL, LD.,

GENTLEMEN'S OUTFITTERS, 28 QUEEN'S ROAD,

(OPPOSITE HONGKONG HOTEL).

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE.

GELATINE-DYNAMITE

BLASTING GELATINE AND GELIGNITE.

DETONATORS, SAFETY FUSE.

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHWAI.

AGENTS—

JARDINE, MATHESON & CO.

325

THE "INVINCIBLE" COMBINED OIL MOTOR
AND CENTRIFUGAL PUMP.

THE LATEST AND BEST WATER RAISER IN THE MARKET.

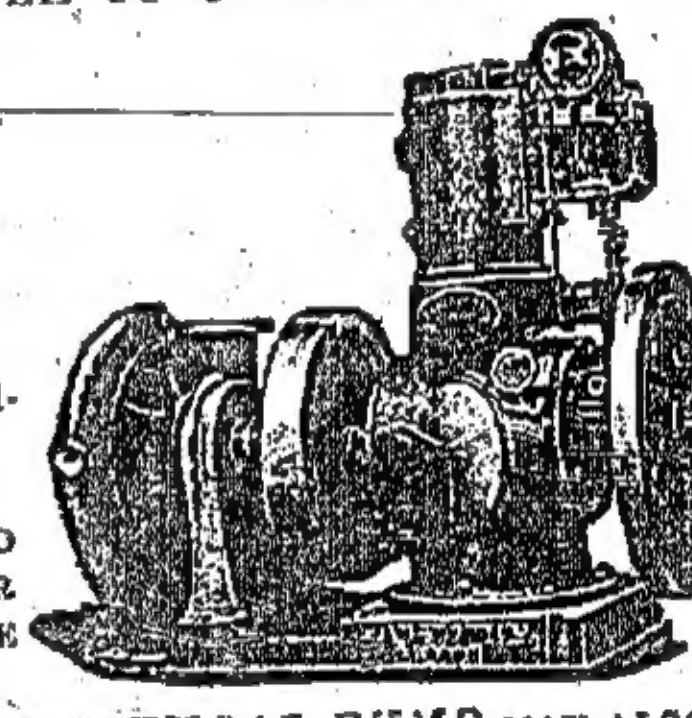
INDISPENSABLE TO CULTIVATORS FOR IRRIGATION.

It is Light in Weight.
Easily Started and Worked.
Clean in Working.
Compact and very Portable.

SIMPLICITY ITSELF.
Pump will swirl on its bed-
plate.

WHEN NOT REQUIRED
FOR PUMPING, THE MOTOR
CAN BE UTILISED TO DRIVE
MACHINERY.

THE "INVINCIBLE" CENTRIFUGAL PUMP MAY ALSO BE DRIVEN BY STEAM ENGINE
OR ELECTRIC MOTOR DIRECT, OR BY BELT; AND HAS A WORLD-WIDE REPUTATION FOR
DRAINAGE, IRRIGATION AND MINING; ALSO FOR
SEWAGE, WATER WORKS, AND OTHER PUMPING PURPOSES.
CATALOGUES MAY BE OBTAINED ON APPLICATION TO THE OFFICE OF THIS PAPER.



WORKS WITH THE
COMMONEST
PETROLEUM,
PARAFFIN OR KEROSENE.
No shock or harsh explosion
in cylinder.
EFFICIENCY,
ECONOMY AND
DURABILITY
UNSURPASSED.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL.	MALTA	Brit. str.	2 m.	C. L. W. Field	P. & O. S. N. Co.	On 28th inst. at Noon.
LONDON via GENOA	KANTICA	Brit. str.	2 m.	E. G. Andrews	BUTTERFIELD & SWIRE	On 31st inst. at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	CANDIA	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On 1st April, at Noon.
LONDON & ANTWERP	GLAUCUS	Brit. str.	2 m.	E. G. Andrews	BUTTERFIELD & SWIRE	On 14th April.
LONDON	EDUCATION	Brit. str.	2 m.	E. G. Andrews	BUTTERFIELD & SWIRE	On 28th April.
LONDON	AGAMEMNON	Brit. str.	2 m.	E. G. Andrews	BUTTERFIELD & SWIRE	On 12th May.
LONDON	CALCHAS	Brit. str.	2 m.	E. G. Andrews	BUTTERFIELD & SWIRE	On 26th May.
LIVERPOOL via MARSEILLES	PINGSBY	Brit. str.	2 m.	E. G. Andrews	BUTTERFIELD & SWIRE	On 18th April.
LIVERPOOL via GENOA	PATROCLOS	Brit. str.	2 m.	E. G. Andrews	BUTTERFIELD & SWIRE	On 25th May.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	KAMAKURA MARU	Jap. str.	2 m.	H. Peterson	NIPPON YUSEN KAISHA	On 4th April, at Daylight.
MARSEILLES, &c. via PORTS OF CALL.	SYDNEY	Brit. str.	2 m.	W. Bainbridge	MESSAGERIES MARITIMES	On 7th April, at 11 a.m.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	INABA MARU	Jap. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	On 18th April, at Daylight.
BIKIN, via PORTS OF CALL.	PRINZ HEINRICH	Ger. str.	2 m.	F. Heintze	MELCHERS & CO.	On 1st April, at Noon.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th April.
HAYRE & HAMBURG	SAMBA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 21st April.
HAYRE & HAMBURG	SERBIA	Ger. str.	2 m.	Deinat	HAMBURG-AMERIKA LINIE	On 5th May.
HAYRE & HAMBURG	SAXONIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 19th May.
HAYRE & HAMBURG	SEGOWIA	Ger. str.	2 m.	Forst	HAMBURG-AMERIKA LINIE	On 2nd June.
TRIESTE, &c. via SINGAPORE, &c.	NIPPON	Aus. str.	2 m.	Klausberger	SANDER, WIELER & CO.	On 1st April, at Noon.
NEW YORK, via PORTS & SUEZ CANAL	SENECA	Brit. str.	2 m.	E. G. Andrews	STANDARD OIL CO.	About 30th inst.
NEW YORK, via PORTS & SUEZ CANAL	REMOND CASTLE	Brit. str.	2 m.	E. G. Andrews	DODWELL & CO. LD.	About 20th April.
NEW YORK, via PORTS & SUEZ CANAL	PENBROOKSHIRE	Brit. str.	2 m.	E. G. Andrews	SHAW, TOMES & CO.	On or about 15th May.
MANZANILLO, MEXICO & SAN FRANCISCO &c.	ATHOL	Brit. str.	2 m.	E. Porter	J. S. VAN SUREN	On 31st inst. at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	E. Porter	CANADIAN PACIFIC R. CO.	On 1st April, at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	TRENTON	Brit. str.	2 m.	T. W. Garlick	DODWELL & CO. LIMITED	On 28th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	OANFA	Brit. str.	2 m.	H. Christensen	BUTTERFIELD & SWIRE	On 28th inst.
PORTLAND, OREGON	TOKA MARU	Jap. str.	2 m.	H. Christensen	NIPPON YUSEN KAISHA	On 7th April, at 4 p.m.
AUSTRALIAN PORTS	KIDABANGA	Brit. str.	2 m.	E. W. Haswell	GIBB, LIVINGSTON & CO.	To-morrow, at 4 p.m.
AUSTRALIAN PORTS	KIDABANGA	Brit. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 4th April.
AUSTRALIAN PORTS	CHINGO	Brit. str.	2 m.	E. W. Haswell	BUTTERFIELD & SWIRE	On 4th April.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	BAIKER	Brit. str.	2 m.	E. W. Haswell	GIBB, LIVINGSTON & CO.	On 6th April, at Noon.
YOKOHAMA & KOBE	TA YUAN	Brit. str.	2 m.	E. W. Haswell	P. & O. S. N. Co.	On or about 26th inst.
YOKOHAMA & KOBE	PEKIN	Brit. str.	2 m.	E. W. Haswell	BUTTERFIELD & SWIRE	On 23rd inst.
YOKOHAMA & KOBE	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On or about 25th inst.
YOKOHAMA & KOBE	WAKABU MARU	Jap. str.	2 m.	J. B. MacMillan	NIPPON YUSEN KAISHA	On 17th April, at Noon.
YOKOHAMA & KOBE	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBE	BALLAARAT	Brit. str.	2 m.	F. L. Pyne	P. & O. S. N. Co.	On 17th April, at 4 p.m.
YOKOHAMA & KOBE	KANBU	Brit. str.	2 m.	F. L. Pyne	BUTTERFIELD & SWIRE	About 28th inst.
YOKOHAMA & KOBE	DAMIN MARU	Jap. str.	2 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 1st April.
YOKOHAMA & KOBE	MAIZUBU MARU	Jap. str.	2 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 29th inst.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	2 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 1st April.
YOKOHAMA & KOBE	HACHING	Brit. str.	2 m.	Hodgins	DOUGLAS LAPRAIK & CO.	On 28th inst.
YOKOHAMA & KOBE	KAYONG	Brit. str.	2 m.	F. Such	BUTTERFIELD & SWIRE	On 28th inst.
YOKOHAMA & KOBE	I DE LA RAMA	Brit. str.	2 m.	F. Such	HLOS DE I. DELA RAMA	To-day, at 4 p.m.
YOKOHAMA & KOBE	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	2 m.	P. H. Rolfe	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	RUBI	Brit. str.	2 m.	R. W. Almond	SHAW, TOMES & CO.	On 28th inst. at 10 a.m.
YOKOHAMA & KOBE	ROHILLA MARU	Jap. str.	2 m.	E. P. Bishop	TOYO KISEN KAISHA	On 31st inst. at Noon.
YOKOHAMA & KOBE	HINOTO	Brit. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 4th April.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On 4th April, at 10 a.m.
YOKOHAMA & KOBE	NANKIN	Brit. str.	2 m.	G. M. Montford	P. & O. S. N. Co.	About 24th inst.
YOKOHAMA & KOBE	LIGHTNING	Brit. str.	2 m.	J. G. Spence	DAVID SARGENT & CO. LD.	On 31st inst. at 3 p.m.
YOKOHAMA & KOBE	MAGAGON	Brit. str.	2 m.	G. Phillips, B.N.R.	P. & O. S. N. Co.	On or about 31st inst.
YOKOHAMA & KOBE	FEIBERG	Ger. str.	2 m.	G. Phillips, B.N.R.	HAMBURG-AMERIKA LINIE	On 2nd April, at Noon.
YOKOHAMA & KOBE	IZUMI MARU	Jap. str.	2 m.	M. Kugi	NIPPON YUSEN KAISHA	On 8th April, at 4 p.m.

SHIPPING.

ARRIVALS.

Mar. 24, WONGKONG, German str., 1,120. W. Reber, Bangkok 18th March, Rice—BUTTERFIELD & SWIRE.
Mar. 25, DAMIN MARU, Japanese str., 900. T. Ogata, Tamsui 22nd March, General—OSAKA SHOSHEN KAISHA.
Mar. 25, British steamer, from Mitsui Bussan Kaisha, British str., 1,410. T. A. Mitchell, Newchuan and Chetou 20th March, Pass and General—JARDINE, MATHESON & CO.
Mar. 25, FINESTOCK, Norw. str., 801. Haraldsen, Saigon 20th March, Rice and Flour—A. R. MARTY.
Mar. 25, HAICHING, British str., 1,267. A. E. Hodgins, Coast Ports 24th March, General—DOUGLAS LAPRAIK & CO.
Mar. 25, HAITAN, French str., 277. Anderson, Pakhoi and Hoihow 24th March, General—A. R. MARTY.
Mar. 25, HANU, French str., 758. Morelles, Hoihow and Hoihow 24th March, General—A. R. MARTY.
Mar. 25, J. COB DIEDERICHSEN, German str., 235. B. H. H. Hoihow 24th March, Rice and Sugar—JESSEN & CO.
Mar. 25, KINGSLAND, British str., 1,225. F. A. Furkis, Shanghai 22nd March, Rice—JARDINE, MATHESON & CO.
Mar. 25, MEERFO, Chinese str., 1,321. C. Stewart, Shanghai via Swatow 24th March, General—CHIT ESE.
Mar. 25, ROSSWY, Rus. str., 1,374. G. Stenius, Moji 19th March, Coal—EAST ASIATIC TRADING CO.
Mar. 25, SOCOTRA, British str., 3,896. C. J. Benton, B.N.R., London 14th Feb., General—P. & O. S. N. Co.
Mar. 25, WAKASA MARU, Jap. str., 3,891. J. B. Macmillan, London and Singapore 27th Mar., Mails and General—NIPPON YUSEN KAISHA.
Mar. 25, WOSUNG, British str., 1,109. Dowson, Shanghai, 21st March, General—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office, 24th March.
Africa, British str., for Hoihow.
Amoy, British str., for Singapore.
An Pho, British str., for Amoy.
Devawongse, German str., for Swatow.
Fungay, British str., for Canton.
Germania, German str., for Hoihow.
Hoihow, British str., for Swatow.
Hoihow, British str., for Amoy.
Hoihow, British str., for Shanghai.
Hoihow, British str., for Swatow.
Hoihow, British str., for Singapore.
Hoihow, British str., for Yokohama.

DEPARTURES.

25th March.
Africa, British str., for Hoihow.
Amoy, British str., for Singapore.
An Pho, British str., for Amoy.
Devawongse, German str., for Swatow.
Fungay, British str., for Canton.
Germania, German str., for Hoihow.
Hoihow, British str., for Swatow.
Hoihow, British str., for Amoy.
Hoihow, British str., for Shanghai.
Hoihow, British str., for Swatow.
Hoihow, British str., for Singapore.
Hoihow, British str., for Yokohama.

VESSELS IN DOCK.

25th March.
ABERDEEN DOCK.—Kishan, Compagnie de Filipinas, Sherman, Isla de Cuba, Zefiro, Hissang, H.M.S. Gloy, Hyades, U.S.S. Helena, Rein.
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer Kingkong, from Shanghai 21st inst., had moderate monsoon and fine weather.

VESSELS ON THE BEACH.

FOR LOILO DIRECT.

THE Steamship

"I DE LA RAMA"

Captain F. Such, will be despatched as above

TO-DAY, the 26th inst., at 4 p.m.

This steamer has superior accommodation for

first-class passengers and is fitted through-

out with Electric Light.

For Freight or Passage, apply to

HLOS DE I. DELA RAMA,

19, Coleman Road.

Hongkong, 23rd March, 1903. [389]

DOUGLAS LAPRAIK & CO.,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING"

Captain Hodgins, will be despatched for the

above ports, TO-MORROW, the 27th inst., at

11 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 24th March, 1903. [397]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain P. H. Rolfe, will be despatched as

above, TO-MORROW, the 27th inst., at 4 p.m.

This steamer has superior accommodation for

first-class passengers and is fitted through-

out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 24th March, 1903. [391]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KUMANO MARU"

5,000 Tons, Captain E. W. Haswell, will be

despatched for the above port TO-MORROW,

the 27th inst., at 4 p.m.

This well-known steamer is specially con-

structed for the service in the Tropics, and is

provided with superior accommodation and

with all modern fittings and improvements for

the safety and comfort of passengers. Electric

Light and Refrigerator. Doctor and Stewards

carried.

For Freight or Passage, apply to

A. S. MIHARA,

Manager.

Hongkong, 23rd March, 1903. [393]

NATAL LINE OF STEAMERS.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST-ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

1903

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st April.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd April.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 6th May.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 19th May.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th May.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd June.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th June.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 15th July.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 22nd July.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 5th Aug.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 12th Aug.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through

the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA

to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving

THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver

with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,

which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC

WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and

Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are

given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

throughout the Railway routes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. KOWN, General Agent,

Polder Street.

[6]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.

Captain.

Tons.

Sailing Date.

* TREMONT

OLYMPIA

TACOMA

T. W. Garlick

J. Truebridge

A. Dixon

9,606

2,357

2,912

March 28th

April 8th

April 17th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED

STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast points and to the Principal Cities in the

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM
NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"OANPA"	On 26th March.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th March.
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON via GENOA	"KINTUCK"	On 31st March.
LONDON and ANTWERP	"GLAUCUS"	On 14th April.
LIVERPOOL via MARSEILLES	"PLINGSUEY"	On 18th April.
LONDON	"DEUCALION"	On 28th April.
LONDON	"AGAMEMNON"	On 12th May.
LIVERPOOL via GENOA	"PATROCLUS"	On 25th May.
LONDON	"CALCHAS"	On 26th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"OANPA"	On 25th March.
	"KEEMUN"	On 18th April.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

[10-12]

Hongkong, 26th March, 1903.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TAIYUAN"	On 28th March.
CEBU and ILOILO	"KATFONG"	On 28th March.
SHANGHAI	"KANSU"	On 1st April.
MANILA	"CHINGTU"	On 4th April.

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY & MELBOURNE

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

[11]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 29th March.
TAMSWI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 5th April.
ANPING, VIA SWATOW AND AMOY	"T. W. GROVES"	WEDNESDAY, 1st April.
FOOCHOW, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 8th April.
	"ANPING MARU"	WEDNESDAY, 8th April.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 26th March, 1903.

T. ARIMA, Manager

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SINGAPORE, COLOMBO and BOMBAY	NANKIN	About 24th March	Freight only.
MOJOI and KOBE	G. M. Montford	About 25th March	Freight only.
YOKOHAMA, VIA SHANG- HAI and KOBE	PEKIN	About 25th March	Freight only.
(Passing through the Inland Sea)	C. R. Longden, R.N.R.		
LONDON DIRECT	SOCOTRA	About 28th March	Freight only.
	C. J. Benton, R.N.R.		
SHANGHAI	MALTA	Neon, 28th March	See Special Advertisement.
SINGAPORE, COLOMBO and BOMBAY	BALABARAT	About 28th March	Freight only.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MAGAZON	About 31st March	Freight only.
	G. Phillips, R.N.R.		
	CANDIA	Noon, 1st April	Freight only.
	E. G. Andrews		

PASSENGER SEASON 1903.

FOR	STEAMERS	TO SAIL ON	REMARKS
For MARSEILLES, PLYMOUTH and LONDON DIRECT	MALTA	6.064 Tons	28th March
Without Transshipment			

For further Particulars, apply to

E. A. HEWETT,

[1]

Hongkong, 25th March, 1903.

TOYO KISEN KAISHA
MANILA
LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	E. P. Bishop	3869	Tuesday, 31st March, at Noon.
"ROSETTA MARU"	N. Tate	3876	Friday, 3rd April, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 25th March, 1903.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"MALTA."
Captain C. L. W. Field, carrying His Majesty's Mails, will be despatched from this for Marseilles and LONDON DIRECT, on SATURDAY, the 28th March, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 16th March, 1903.

REGULAR STEAMSHIP SERVICE

TO
NEW YORK VIA PORTS AND SUEZ CANAL

(With liberty to call at Philippine Ports).

Proposed sailing from Hongkong.

THE Steamship

"SENECA"

will be despatched for the above ports on or about 30th March.

For Freight and further information, apply to

STANDARD OIL COMPANY

OF NEW YORK.

Oriental Freight Department,

Agents.

Hongkong, 18th March, 1903.

[8-29]

CHINA COMMERCIAL STEAMSHIP

COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND

SAN FRANCISCO VIA MOJI, KOBE,

AND YOKOHAMA.

THE Steamship

"ATHOLL,"

Captain E. Porter, will be despatched for the

above ports on TUESDAY, the 31st inst., at

NOON.

For Freight or Passage, apply at the Com-

pany's Office, 35, Queen's Road Central, 2nd

Floor.

J. S. VAN BUREN,

Superintendent.

Hongkong, 20th March, 1903.

[9-23]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE DIRECT.

Calling at SINGAPORE, PENANG, RAN-

GOON, CALCUTTA, COLOMBO, ADEN,

SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils,

to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRICATIC PORTS).

THE Company's Steamship

"NIPPON"

Captain Klausberger, will be despatched as above

on WEDNESDAY, the 1st April, P.M.

For information as to Passage and Freight,

apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 25th March, 1903.

[3]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS—PORTS FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY, CALCUTTA,

DJIBOUTI, EGYPT, MARSEILLES,

MEDITERRANEAN AND BLACK

SEA PORTS.

LONDON, HAVRE, BORDEAUX,

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903, at

11 A.M., the Company's Steamship

"SYDNEY," Captain Blane, with Mails,

Passengers, Specie and Cargo, will leave this

Port for MARSEILLES, via Ports of Call,

WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon

only on Monday, the 6th April. Specie and

Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 24th March, 1903.

[2]

STEAMSHIP SERVICE TO NEW

YORK

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at Philippine

Ports).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"RICHMOND CASTLE" About 20th April.

"ATRID" " " 30th April.

"SAGAMI" " " 15th May.

For Freight and further information, apply to

DODWELL & CO., LTD.,

Agents.

Hongkong, 25th March, 1903.

[884-822]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao

daily at 8 A.M. (Sunday included).

Departures from Macao to Hongkong daily

at 2 P.M. (Sunday included).

This steamer is the fastest and has superior

Cabin accommodation.

FARES:

1st Class ... \$2.00

2nd " " 1.00

3rd " " 0.50

Further Particulars may be obtained at the

Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 11th March, 1903.

[646]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. Austin, R.N.R.

DAILY Departures from Hongkong to

Macao at 8 A.M., from Macao to Hong-

kong at 2 P.M. Sunday included.

1st Class fare (including cabin and servant),

\$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central

Market, at Macao, C. M. S. N. Company's

Wharf.

For Freight, &c., apply to—

SAM WANG & CO., LD.,

81, Queen's Road Central.

Hongkong, 25th March, 1903.

[849]

CHINA NAVIGATION CO.,

LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE

MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH

ELECTRIC LIGHT. FIRST CLASS ACCOM-

MODATION. UNRIVALLED TABLE. DULY

QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE

AGENTS.

Hongkong, 9th January, 1903.

[280]

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"PEKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns, at Kowloon, where each

consignment will be sorted out Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

This Vessel brings on Cargo—

From Persian Gulf, ex a.s. E. I. S. N. and

B. & P. S. N. Co.'s steamers.

Goods not cleared by the 30th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damage to packages must be left in the Go-

downs for examination by the Consignee's and

the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognized. No

Claims will be admitted after the Goods have

left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 24th March, 1903.

[1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the

25th instant, will be landed at Consignees' risk

and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited.

Consignees of Cargo from SINGAPORE

and PENANG are requested to take IM-

MEDIATE delivery of their Goods from

alongside, such Cargo impeding the discharge

of the Vessel will be landed and stored at

Consignees' risk and expense

